references.

ARCTIC PROBLEM.

Equipping an Expedition to Solve Mystery of Pole.

The present summer promises to be a record one in the annals of Arctic exploration. In addition to the dispatch of a relief ship to search for the Ziegier expedition in Franz Josef Land, another American expedition will go north through the Greenland seas under command of Robert Peary, while a French party, under the leaderships of the Duke of Orleans, will attempt a poleward journey by way of Spitzbergen. Though there is no royal road to Arctic renown, and prince must suffer privation and hardship like any commoner, it is curious circumstance that another courtly scion, e Duke of the Abruzzi, in 1900 achieved the distinction of reaching "farthest north" in a venturat lasted only fourteen months, attaining 86.33 north latitude, against Nansen's \$6.14, five years efore. Peary hopes, with his new ship and loyal comrades, to outdistance even these in the presor succeeding season and to plant the Stars and Stripes much nearer the Pole, if, indeed, he

foes not actually reach the apex of our spheroid. No form of exploration demands such close attento detail as polar voyaging, because the traveller is entering a region devoid of inhabitants, without any animal life whatever, and lacking even oss or firewood. In any other part of the world, however remote or savage, there are birds, beasts and fishes to be found; the earth yields some thing to help support life in an extremity, and it at least possible to secure fuel always with which to obtain heat for cooking or warmth. But the polar voyager has to face a waste of frozen which he must navi crystal, a sea of ice, across te himself by sextant and chronometer, as the mariner upon the ocean, and where he must face

relentiess death if any mishap occurs to him.

In planning a polar expedition the leader has a consider three assential factors—his ship, his stores and his dogs. He cannot take a mail boat and debark at some convenient point near where he proposes operating, as do explorers in less rigclimes, but must buy, hire or build a stout coden ship, sufficiently capacious to carry a two years' outfit and sufficiently powerful to her way through any but the thickest icefices. Herein lies the secret of one important technical feature—the employment of wooden instead of steel These wooden craft can be built with enormously stout and buttressed within by beams and ties to increase their resistance to the dread Arctic "nip" without affecting their buoy-ancy. The bows of these ships, mostly Newfoundland sealers and whalers, are several feet thick, of solid planks, shod with iron bands to prevent the jagged edges of the ice pack penetrating them. No such masses of metal could be put into a steel fabric without impairing her stability, and no rivets and plates that were ever contrived could withstand the impact against floe or berg.

Equally important is economy in coal consumpfor the icy fastnesses yield nothing that can burn, and for ship or crew to be caught in the Arctics without fuel is certain death. Hence polar cruisers must be equipped with engines capable of making about eight knots on a coal consumption of four tons a day, and even at that, a long stay is planned amid the fices, a second steamer has to be laden with this fuel and the first rebunkered at the furthest point north which the collier can safely reach; this expedient having been adopted by Peary the present summer, as his new and unusually powerful steamer will con-sume an abnormal quantity of coal. Another feature of these ships is the depth at which the propeller is set and the manner in which it is tected by the swelling, overhanging stern, this being necessary to prevent the blades from being snapped off as she pounds through the floes. Yet in spite of all care and precaution this sometimes happens, and the Hope, which carried Peary north in 1897, had three of her four propeller blades broken amid the pack in Melville Bay and had to work her way back to St. John's, a distance of 1,300 miles, with only one flange on the boss, the experiment being one only warranted by necessity, for had a gale blown her against a lee shore nothing would have saved her.

PROVIDING FOR WINTER.

Provisioning and housing an Arctic expedition call for the greatest ingenuity. If the ship makes her destined port, anchors safely and is frozen fast in the harbor ice, her position is secure enough and her personnel may either winter on board, the party is small, or establish themselves on shore if, as usually happens, the explorers are stinct from the crew. In the former case the ship is shedded over with lumber carried for the purpose, and this is heavily banked with snow which, being a non-conductor of heat, serves to retain the warmth generated by large stoves erected on board and fed night and day with With a shore post similar tactics are pursued. The frame house, in sections, is thickly wered, inside and out, with roofing felt, and then walls and spread over the floors, and by the use

fortable there. In proof of this may be instanced the fact that Mrs. Peary accompanied her husband north in 1894, and that her baby was born in that desolate region, mother and child safely emerging from the ordeal

Space is at a premium, both on ship and in house, and because coal is an essential which ot be concentrated or condensed that process has to be applied to everything else. Every article of food, every indispensable adjunct to existence or progress, every scientific instrument or donestic utensil required in traveiling North has to be contrived so as to weigh as little as possible and occupy the least space. Thus, one of Peary's houses was built of square boxes of canned food. each with a particular side marked, and being removable by screws, so that when the structure completed the party was living, as it were in an inclosure surrounded by so many cupboards each filled with some article of food or other necessity, which they could obtain access to by the simple process of removing the screws an helping themselves to the contents. The Duke of the

necessity, which they could obtain access to by
the simple process of removing the screws and
helping themselves to the contents. The Duke of the
Abruzzi, in his expedition, adopted another scheme,
packing his equipment in different colored cases,
one color being used for assortments of absolutely
indispensable articles, another for those which
came next in order of importance and a third for
those which might be disregarded without danger.
His idea was that in an emergency his party
could, by securing as many as possible of the first
named packages, prolong their lives for a greater
time than otherwise. Evelyn Baldwin, who pianned
and led the first Ziegler expedition, worked on the
principle of having caches of supplies on every inlet he could reach toward the North, and on the
furthest storing a great quantity of highly concentrated foods, that the least incumbrance might
exist in a dash toward the Pole.

Two items, however, defy all efforts to reduce in
bulk—alcohol, for cooking on Poleward trips, and
dog food for the animals, which draw the sledges.
While comparative comfort may be enjoyed, as
has been stated, at headquarters or on shipboard,
the very reverse prevalls on the march. Sledges
drawn by teams of dogs are the sole conveyances
of this dreary waste. These sledges are constructed of wood, shod with whalebone and put
together with thongs of hide, not a nail being used
in their construction. Despite all devices to reduce the weight, they still remain a heavy load
for warled dogs and men to pull, especially when
fully laden, and aluminum sledges, which were
tried in one case, proved so brittle when exposed
for some hours to the searching cold, that they
broke in pieces and had to be discarded. On
these sledges are heaped the impedimenta of the
travellers, their sleeping bags, their rations, cans
of alcohol for cooking, packages of dog food and
scientific instruments. A sledge fully laden will
weigh several hundred pounds, no matter how rigorously the law of "the selection of the fittest" is
a

CONCENTRATED RATIONS. The provisioning is now, thanks to the progress

of science in this connection, a comparatively simple matter, concentrated and desiccated foods being compressed into so small a compass that a month's rations will occupy no more space now than a week's did fifty years ago. And here a melancholy significance attaches to the visit of the Canadian cruiser Neptune to Beechy Island, off the north of Baffin Land, the last stopping place of Franklin, with the Erebus and the Terror, before venturing into the unknown that was to prove the grave of him and all his men. On this island were found hundreds of tins supposed to have once contained the infamous Goldner patent rations, believed to have been one of the direct causes of the loss of this ill-fated expedition. The circumstance gives occasion for marvel that the oldtime explorers should have ever achieved as much as they did, considering the enormous burdens they must have dragged behind them at every step they made, in the bulky food stuffs which then were the only ones available. cruiser Neptune to Beechy Island, off the north of

ones available.

But even as it is, the latter day explorer who attempts what they never did, an advance toward the ultima thule across the far stretching polar sea itself, with never a rock on which to rest a foot and the endless, tollsome journey to be kept up until food begins to fail and a retreat is made against starvation, feels the weight of dog-bait a serious one, and after loading on his sledges a fixed quantity finds it preferable, when that is exhausted, to kill the weaker dogs and serve them to the stronger, husbanding his resources that way. Perhaps one of the most thrilling stories in the pages of Arctic adventure is that of Peary and his comrades starting across the Greenland ice-cap with forty-one dogs and returning three months later with only a solitary specimen, all the others having been sacrificed in the mean time, besides the rations originally carried, to avert starvation, the men, at the end, being forced to subsist on raw dog, else they could never have survived their terrible experiences.

In expeditions by way of Franz Josef Land, like those of Nansen, Abruzzi and Baldwin, where walrus are rarely found, patent dog foods have to be used, and when packs of sixty to eighty of these ravenous brutes have to be fed, year in and year out, it can be imagined that the bulk of this single item forms a serious factor in the sum of the total equipment. In Greenland Peary turns the walrus to account, shooting them by the score, if not by the hundred, and stacking their flesh in hillocks, to be used as occasion demands. When at headquarters the dogs get a chunk—flesh, fat and hideat mail times, and after thawing the frozen mass sufficiently, proceed to masticate it. But when a journey north is attempted, the material is rendered more compact and succulent, the meat being grown up in a machine like a coffee mill, and then mixed with lard, the mass being formed into square cakes in a mould, each cake being a meal for a dog. Expeditions over other routes serve But even as it is, the latter day explorer who at

square cakes in a mould, each cake being a meal for a dog. Expeditions over other routes serve out the patent dog biscuits in the same way.

It can readily be appreciated that a man undertaking such an expedition must have an amazing mastery of detail and a marvellous executive grasp.

sential is defective, there is no remedying it when in the far north. The failure of Nansen to attain a point far in advance of all others was due to the fact that he had to have a greater number of fact that he had to have a greater number of sledges than men, in order to carry sufficient stores to enable them to make the northing he expected. But what happened was that the men were overtasked; they could not keep the dogs and sledges in hand, delays were frequent, and ultimately the party had to fall back on the Fram, though he party had to fall back on the Fram, though he party had to fall back on the Fram, though he not for five years held the coveted record of "farthest north." Baldwin, in his attempt to work north from Franz Josef Land in the whiter of 1901-02, had recourse to burroe, or mountain ponies, but they proved altogether unsuited to the work, and disease also broke out among his dogs, while ill success so soured his followers that the expedition came to an inglorious end, and had to return to Norway the next summer, when Mr. Baldwin quit, and William Zlegler, the financial backer of the venture, chose Anthony Fials in his stead. Peary, too, was prevented one year from undertaking, and probably achieving, a journey to the very extreme latitudes by the sea washing away a number of casks of kerosene which he had carried north for cooking and heating purposes, and the loss of which handicapped him severely as to securing appetizing foods on his trip.

He has, however, one advantage in his use of the Greenland route, which his rivals in Franz Josef Land lack, the presence of Eskimaus, whom he takes as far as his ship will go, and then utilizes dog drivers and fox supporting parties, to accompany him several days' march across the flow with is den sledges, he and one or two companions then cessaying the final dash alone. These natives make better dog drivers than any whites, and but for hard luck which seems to have dogged his footsteps always, he should have outdistanced all competitors long ago, as

MAY HAVE SOLVED THE PROBLEM. It may be, though, that the problem has already been solved by the Fiala-Ziegler party, which has now been nearly two years unreported, but which was working from Franz Josef Land on a scheme practically identical with that of Abruzzi. It is true that the duke declares his belief that it is not possible to reach the Pole from that base, as his comrades could not have gone more than a few miles further, owing to the southward set of the ice with the currents and its breaking up under the summer sun, he expressing his greater faith in the Greenland route for many reasons which it is unnecessary to detail here. But it may be different conditions of weather last season or this will have afforded American enterprise and daring an opportunity to establish a new record or solve the mystery which has defled solution for so many lundred years. This expedition started north in the summer of 1901, under Baldwin, in the steamship America, previously the Newfoundland sealer the Eskimau, but purchased by him for this purpose and renamed. She returned to Tromsoe, Norway, in August, 1902, the strife in the party having made further work hopeless. In June, 1903, she sailed north again with a reconstructed expedition, under Anthony Fiala, and during the summer of 1904, an auxiliary ship, the Frithiof, made two unsuccessful attempts to reach Franz Josef Land and communicate with her, being baffled by the mighty icefloes. For a renewed attempt this year the Newfoundland sealer the Terra Nova, purchased by the British Admirality two years ago and dispatched to the Antarctic regions to relieve the exploring ship the Discovery, which she did in quick time, has been secured, and it is to be hoped will have equal good fortune, for while Fiala has supplies enough for this season it is doubtful if they are sufficient to last him another year.

The Duke of Orleans, who is essaying a Polar unnecessary to detail here. But it may be different

for this season it is doubtful if they are sumcient to last him another year.

The Duke of Orleans, who is essaying a Polar venture from the same region this summer, has chartered the Beigica, already famous for her work in Polar seas, and will have as a colleague Commander de Gerlache, who has won renown by his achievements in her with a Belgian expedition. Incidentally the French nobleman intends to search for the Fiala party, a circumstance which may result in a repetition of the strange scene there when Jackson and Nansen met. The duke hopes for as good fortune as his princely predecessor, and it remains to be seen whether or not he will be favored with it.

good fortune as his princely predecessor, and it remains to be seen whether or not he will be favored with it.

Peary will once more try his fortune in the Greenland zone, and with a powerful new steamer hopes to be able to work his way through the floes to the furthest rim of solid earth there, thence attempting a forced march over the five hundred miles of crystal prairie which separates him from the goal he has now been seeking for almost twenty years. He has given more time and toll, made more sacrifices and endured more hardships than any in the long roster of Arctic enthusiasts, and it is a pity that his labors should not be crowned with the most complete success.

It is rather depressing in attempting any chronicle of Arctic progress to be compelled to record the fact that it is invariably marked with fatality. Thus, at this very juncture the Russian Geographical Society has issued a statement indicating its belief that Baron Toll, a distinguished Arctic explorer, has perished between Sennakoff and Bennett Islands, off the New-Stherlan group. Two years ago he and three companions left his ship, the Zaria, near this archipelago, and since then the only trace of them has been the finding in a cairn on another islet a letter in his handwriting that they were continuing on though having only twenty days' provisions left. The long period that has since elapsed without their making their way to any village along that coast renders it certain that the worst must have befallen them.

In the case of Peary's present expedition, however, the unknown North will be robbed of much of its terrors if he is successful, as he hopes to be, in maintaining communication by wireless telegraphy with the Marconi stations on Labrador, which are maintained by the Newfoundland government, and for which purpose he has installed an equipment on board his ship. It should thus be possible to learn from time to time what progress he has made in his work and whether there is hope or not of his reaching the Pole.

MYSTERIOUS HOLE IN THE FENCE.

The public are breathless to learn what the hole in the fence next to Colle block means. The knowing ones are sure it means a place to store an automobile for Druggist Colle .- (Turner Falls (Mass.) Reporter.

A citizen of this village had a bad streak of luck one night last week. He was just about to step into his new \$10,000 automobile, when three bed slats

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ASSISTANT BOOKKEEPER, general office main (27), now employed (china, glass), desires change with chance of advancement, salary \$12. Address STEADY, Box 1, Tribune Office.

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INSTANTANEOUS ice cream freezer; quickest, slickest freezer in use; ice cream made right at the table instantly. Send for descriptive circular. Agents wanted. M. W. PALMER, Mfr., Catskill, N. Y. WANTED.—Man ordinary education to look over my easy, practical money getting plan, no canvassing, mall order or capi-tal required. Stamp for particulars, HUMPHREYS, 28-20th-st., Station V,

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35; would care bachelor apartment; test ty references. Address BUTLER, 203 hast 48th-st. VALET.—Care of invalid or eiderly gentle man, give massage and shave, if re quired. VALET, Tribune Uptown Office 1,364 Broadway. BUTLER, VALET.—In small first class family; good reference, R. MILET, 69 West sith st.

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COMPANION to lady and general helper, in exchange for home, by lady of refinement; reference. S. M., 46 Berkeley Place, Brook-CHAMBERMAID.—By Norwegian Protestant; will assist waiting; next, obliging gird; excellent city reference try. C. J., Mrs. Collier, 122 West 23d-st. Phone Rest collect.

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